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Apollinaris
"The Queen of Table Waters"

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generation—is based
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Apollinaris Agency Co., New York
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Tea Sets from \$10 to \$240

A COSY drinking of tea
that is the natural
result of friends dropping
in, or a stately dinner
carefully planned weeks
ahead—whatever the
occasion, you will find at
Ovington's a china service
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meet your needs.

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"The Gift Shop of Fifth Avenue"
FIFTH AVENUE AT 39TH ST.

Man!
your first pair
of Cantilever Shoes will
bring back the old-time
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give your feet a new lease
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Today's Thrift NEWS
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Coat sweaters of medium
weight, worsted, belts,
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collars. Colors are Heather,
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Sizes 8 to 14 years.
Second Floor, J. S.
54 in. Wool Serge
All wool French serge,
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tity of this fine fabric.
In Navy Blue only.
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Known for Our Low Prices
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59th to 60th—Lex. to 3d Ave.

—THEY SAY—
there are Babbitts in every
city and town in the United
States—to quote Harry
Hansen, "enough Babbitts
to elect a President."
When Winter Comes
to Main Street, al-
most every Babbitt
will be enjoying
THIS FREEDOM
the new novel by
(A. S. M. Hutchinson)
\$2.00 everywhere
LITTLE, BROWN & COMPANY
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Today
at Luncheon
you may find "Broiled
Halibut" on the menu.
If you order it, you will
be surprised how it can
be improved with a few
drops of
LEA & PERRINS'
SAUCE
THE ORIGINAL WORCESTERSHIRE

T. DE WITT CUYLER DIES OF APOPLEXY

Chairman of Association of
Railway Executives Found
Dead in Berth.

HAD EVENTFUL CAREER

His Achievements During War
and Strike Praised by
Leading Men.

Thomas De Witt Cuyler, chairman of the Association of Railway Executives and a commanding figure in the American railroad industry, was found dead yesterday morning in the private car of Samuel Rea, president of the Pennsylvania Railroad, when the porter of Rea's car attempted to awaken him on the arrival of the train at the Broad Street Station, Philadelphia. A doctor, hastily summoned, pronounced death due to apoplexy.

Announcement was made last night that Mr. Cuyler's funeral would be held Sunday afternoon at the Second Presbyterian Church in Philadelphia and that interment would be private.

Mr. Cuyler was born in Philadelphia, September 28, 1854, the son of the late Theodore Cuyler. He received his preliminary education in the schools of Philadelphia and was graduated from Yale in 1874. He was admitted to the Philadelphia bar in 1876.

Much of Mr. Cuyler's early work was done in the West. He was counsel for a number of Scottish and English development companies, thereby bringing him into direct touch with the railroad industry, particularly construction and financing. This naturally led him into railroad work and on May 10, 1899, he was elected a director of the Pennsylvania Railroad. At the time of his death he was a director in more than forty companies, including railroads and trust companies.

Mr. Cuyler's home was in Haverford, Pa. His favorite diversion was the raising of blooded cattle on his stock farm at Paoli, Pa., where he had one of the largest pure blooded Jersey dairy herds in the country. For many years Mr. Cuyler was a member of the Yale Corporation. He was chairman of the committee that built the Yale Bowl, and at one time he had rendered himself personally liable for half a million dollars for construction expenses.

Mr. Cuyler became chairman of the Association of Railway Executives on May 1, 1918, succeeding the late Frank Trumbull, chairman of the board of the Chesapeake and Ohio Railway.

Among his varied activities Mr. Cuyler acted as director of the following companies: The Appraisals Corporation, the Arcade Real Estate Company, Atlantic, Topoka and Santa Fe Railway, the Audit Company of New York, Bankers Trust Company, Bellevue-Stratford Hotel Company, Capital Hotel Company, Commercial Trust Company, of which he was counsel and chairman of the board of directors; Equitable Life Assurance Company of the United States, Equitable Trust Company, Girard Trust Company, Guarantee Company of North America, Guaranty Trust Company, Interborough Consolidated Corporation, Interborough Rapid Transit Company, Lido Corporation, Long Island Consolidated Electrical Companies,

Long Island Railroad, Matawok Land Company, Metropolitan Opera Company, Metropolitan Trust Company, New York, New Haven and Hartford Railroad, New York, Ontario and Western, New York Railways, New York, Westchester and Boston Railway, Pennsylvania Company, Pennsylvania Fire Insurance Company, Pennsylvania Life and Granting Annuities, Pennsylvania Fire Insurance Company, Pennsylvania, New York and Long Island Terminal Company, Pennsylvania Railroad, Pennsylvania Tunnel and Terminal Railroad Company, Philadelphia Savings Fund Society, Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, Rapid Transit Subway Construction Company, Rutland Railroad, Subway Realty Company, United States Guarantee Company, United States Mortgage and Trust Company, Waldorf-Astoria, Inc. and the Western Union Telegraph Company.

Mr. Cuyler numbered among his "clubs" the Rittenhouse Club in Philadelphia, the Society of Cincinnati and the Century. University, Union, Recess and Bankers Clubs in New York City.

Although at all times Mr. Cuyler was actively engaged in the affairs of the Association of Railway Executives, there were certain occasions on which his name came prominently before the public. The latest instance was afforded in the shopmen's strike, when the railroad took a decided stand against the restoration of seniority rights to the strikers.

Mr. Cuyler's death has brought apparent consternation to the ranks of railroad executives, where the belief was universally expressed yesterday that it would be next to impossible to fill the vacancy. In railroad circles it is considered likely that Alfred P. Thom, assistant chairman and general counsel of the association, will act as temporary chairman. A meeting called before Mr. Cuyler's death, will bring together the standing committee of the Association of Railway Executives on November 9, at which the first steps to discuss a possible successor are expected to be taken.

In view of the fact that the railroads of the country are competing actively for traffic, it is considered unlikely that a railroad executive will be called upon to assume the leadership of the organization. In some quarters it was suggested that with the withdrawal of Mr. Cuyler's influence the association might break up, but nothing of an official nature could be ascertained concerning this phase of the situation.

The name of Walker D. Hines, former Director General of the United States Railroad Administration, was mentioned yesterday in banking circles as a possibility on the theory that Mr. Hines had practical railroad knowledge with no direct connections with any carrier at the present time. Officials and bankers are reticent, however, with regard to speculation.

Railroad executives and bankers throughout the financial district joined in their expression of sorrow at the death of Mr. Cuyler.

Samuel Rea, president of the Pennsylvania Railroad, said: "His death is a great loss not only to the Pennsylvania Railroad Co., but to all the railroads in the country, because of his position as chairman of the Association of Railway Executives and his able and impartial supervision of their affairs in the most difficult period in their history."

Howard Elliott, chairman of the Northern Pacific Railway Co., said: "His unselfish work for all the railroads during the last few years in trying to find a living basis for them and his tact in dealing with conflicting views and elements were of great value to the country."

Julius Kruttschnitt, chairman of the Southern Pacific, said: "He was the ablest and best presiding officer I have ever known."

L. F. Loree, president of the Delaware & Hudson, said: "His sudden death is indeed a severe loss to the railroad industry."

W. H. Truesdale, president of the

Delaware, Lackawanna and Western Company, said: "His death leaves a vacancy it will be very difficult, if not impossible, to fill."

A. H. Harris, vice-president of the New York Central Railroad, in the absence from this country of A. H. Smith, president, said: "His influence was always exerted in support of sound and fair doctrines and his leadership did much to harmonize and direct along right lines the constructive thought of the country."

W. G. Beeler, president of the Central Railroad of New Jersey, said: "The railroads of the country have suffered a great loss. The people of this country interested or concerned in the matter of railroad transportation have suffered an equal loss."

Charles Hayden, chairman of the Rock Island lines, said: "He was always desirous of being very just and, confronted by numerous difficult situations, handled them with care and ability."

Robert S. Binkerd, assistant to Mr. Cuyler as chairman of the Association of Railway Executives, said: "No young man could ever receive a finer gift than the privilege of working intimately with such a man during the last five historic years."

Francis H. Sisson, vice-president of the Guaranty Trust Company and assistant to the late Frank Trumbull, former chairman of the Association of Railway Executives, said: "In many emergencies, his poise, his fairness and his ability to harmonize apparently conflicting interests were of inestimable value both to the railroads and to the public."

Frederick Underwood, president of the Erie, said: "He was the type of man that makes the country a 'good place' to live in."

A statement by the New York, New Haven and Hartford Railroad said: "Mr. Cuyler was a man of definite ideas and vigorous advocacy of them. His election as chairman of the Association of Railway Executives, being the unanimous choice of substantially all the railroads of the United States, indicates clearly the esteem in which he was held and the confidence imposed on him by the American railroad world."

Alvin W. Kreech, chairman Equitable Trust Company, said: "Mr. Cuyler while essentially conservative never lacked the courage for constructive compromise."

Seward Prosser, president of the Bankers Trust Company, said: "Both officers and directors of the company feel that they have sustained a severe loss personally and officially in the death of Mr. Cuyler."

Mortimer Schiff, said: "He was a close friend for many years and I always considered him one of the most useful men in the country."

Thomas W. Lamont, said: "With no thought of personal financial gain he gave unstintingly his time and effort to the improvement of corporate and industrial conditions."

'BLACK HAND' THREAT TO LA GUARDIA'S OPPONENT
Letters Also Received by Judge Mancuso.

The receipt of three "black hand" letters by Henry Frank, Democratic nominee for Congress in the Twentieth District, and Judge Mancuso, of General Sessions, chairman of Mr. Frank's campaign committee, ordering them to "cease activities" against F. H. La Guardia, Republican nominee in the same district, became known last night when the police stationed a patrolman in front of Mr. Frank's home at 1810 Lexington avenue.

The last missive was received by Frank last night. It reads: "Unless you cease your activities against La Guardia you will receive a visit from the black hand."

TREASURY TO FREE OTHER LIQUOR SHIPS

Case of Schooner Emerald to
Be Precedent for Similar
Disputes.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Nov. 2.

With the case of the Canadian schooner Emerald as a precedent, Treasury officials will release all other so-called liquor ships seized under similar conditions.

Representations have been made to the State Department in behalf of at least six more vessels that they were not communicating with shore through their own boats or their own crews and effected no landing within the meaning of the law and customs regulations.

Secretary Mellon has asked the customs officials and prohibition officials in these cases to hand over to the Department of Justice the facts in each case.

The Treasury will release all vessels not proved to have effected a landing within the meaning of the regulations. Most of the liquor ships flew a foreign flag. The Government feels that some of these flags did not reveal real ownership, that foreign registry was obtained under false pretenses, but it is doubted anything can be gained by the Department of Justice in going into the question of registry, as bogus transfers are made elsewhere than in the United States.

TO REVIVE WILSON FUND.

Cleveland H. Dodge, chairman of the executive committee of the Woodrow Wilson Foundation, announced yesterday that the foundation would resume its activities in an effort to complete the \$1,000,000 fund being raised by popular subscription. The fund will be used to establish awards for distinguished service in the advancement of peace and the extension of democracy. About \$500,000 remains to be raised.

Mr. Dodge's announcement was made at a meeting attended by Dr. Stephen P. Duggan, Mrs. J. Malcolm Forbes, Edwin F. Gey, Henry Morgenthau, Frank L. Polk, L. Mott Howe, Miss Virginia Potter, Mrs. Charles E. Simonson, Mrs. Charles L. Tiffany and Hamilton Holt.

THE FOOTBALL SEASON
A Perfect Autumn Day—Stalwart Men on the Football Field—and animated Young Women in smart Outdoor Costumes from Gidding—complete the setting at the College Stadium.

TOP COATS
and CAPES of imported London fabrics in mixtures, plaids and checks—\$65-\$85

THREE-PIECE COSTUMES
—with fur trimmed Russian Blouse Coats worn over draped frocks—\$95-\$125

Jaunty Coats of leather—in tan—lustrous black and soft gray suede—well tailored—\$55

Fur Coats—short or swathingly long—of beige and white caracul—taupe nutria, Hudson Seal and Mole—\$250 up.

Gidding
56th Street FIFTH AVENUE 57th Street

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This is the fashion the

smartly gowned woman has

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With the approaching social season every man should have a new Tuxedo or Dinner Suit.

These Tuxedos are tailored well in every detail and made of excellent fabrics.

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The lowest-in-the-city price for suits of this quality.

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This four piece sport-lounge suit was designed by a leading London tailor and is the first practical suit ever presented for both business wear and sports wear.

The jacket, made without plaits, is cut on sporting lines and when worn with the long trousers and waistcoat makes a very distinctive lounge suit. When the jacket and waistcoat are worn with the wide English knickerbockers the suit at once becomes